



The China Mail.

ESTABLISHED 1845

AGENTS
Orders for this "China Mail" may be made to our agents at the following ports—
Canton, PATER & Co.
Hongkong, BRUNNELL & Co.
Shanghai, KELLY & WATSON
Yokohama, KELLY & WATSON
Amoy, A. S. WATSON & Co. Ltd.

No. 15,978.

號八十月七年四十一百九千一第

HONGKONG, SATURDAY, JULY 18, 1914

庚申年歲次庚申三月廿八日

PRICE, 22.00 Per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS
ALLIANCE BUILDINGS, Hongkong.

COMMERCIAL

SHARE REPORT.

Messrs. Vernon and Smyth, in their
weekly share report, dated July 17th,
state:—

Continued firmness prevails in the local
market for all investment securities, and
rates generally have advanced with little
business to report. The market for "Milk-
maid" after sudden weakness in London due to
heavy continental selling on a weak Lon-
don settlement, has recovered, and closes
with buyers of Shells at 2½ above the
lowest point touched, and no sellers at the
equivalent rates. Langkate, notwith-
standing severe fluctuations in the daily
output, have ruled very firm, and close
with a slight improvement on last week at
Tia. 464 buyers with no sellers either here
or in Shanghai. "Rubbers" continue
quiet both here and in London, and
Tia steady without material change.
Five East India Rubber is quoted at 210½
per lb., and Plantation Sheet at 22½ per
lb. The Bank of England rate of discount
is unchanged at 3 per cent., and the open
market rate is now quoted at 2½ per cent.
But Silver closes at 504 for remy, 55 7/16
forward. Sterling S.T. at 110½ and
Shanghai T.T. at 111½. C mals have im-
proved to 113.

Shares.—Hongkong and Shanghai have
been the medium of business at rates
varying between 840 and 850, and close
with buyers at the latter figure. The
selling rate in London being advised as
854 1/2.

...some Insurance.—Unions have further
improved, and are now wanted at 8700,
with no shares on offer at the rate, and
Canton have buyers at 8115, without
leading to business. North China are in-
quired for at 714 1/2, and Yangtze are
unchanged at 8144 nominal.

Fire Insurance.—China Fires have
advanced to 8160, with no sellers in
evidence and Hongkong Fires close with
buyers at 8308.

Shipping.—China and Manilla after sales
are now on offer at 89, and Douglas are
wanted at 811, with no business to report.
Steamboats have improved and are in-
quired for at 824, and Star Frigates have
advanced to 848 with no sellers at the rate.

Indo-China close with sellers at 850.
Registries.—China Sugars remain in
demand at 870 with no shares on offer
and Luzon are unchanged with sellers at
828.

Mining.—Kailash have been a quiet
market and open close with a nominal
quotation of 37 3/8. Raab have been the
medium of business at 82.90 and 83
and more shares are wanted at the former rate.
Tromps close with a nominal quotation of
30.

"Oils".—Ural Caspian are inquired
for locally at 43½ and shells are wanted at
94 3/8. The following middle quotations
were received this forenoon from our Lon-
don Agents, viz. Ural Caspian 42½,
Mitschen 38½, British Burmah 4½,
Mitschen 4½ and Shell 9½.

Docks, Wharves and Godowns.—Hong-
kong Whampoa Dock remain in request at
802½ with no shares on offer, and Kowloon
Wharves are wanted at the improved rate
of 884½. Shanghai Docks have buyers at
the 50, and Hongkong Wharves are inquired
for at 51.

Lands, Hotels and Buildings.—Hong-
kong Hotels have buyers at 812½, with no
shares offering, and Hongkong Lands are
inquired for at 8117. Humphreys Estates
are in demand at 87½, and West Point are
wanted at 873. "Kowloon Land" are in-
quired with a nominal quotation of 844.
Central Estates have buyers at 8102.

Cotton.—Hongkong Cottons are
wanted at 87½. Internationals at Tia. 82.
Kung Kie at Tia 12½. Loon King Mow
at Tia 82. Shanghai Cottons at Tia 114,
day at 830. "Kowloon Land" are in-
quired with a nominal quotation of 844.
Central Estates have buyers at 8102.

Miscellaneous.—China Light are wanted
at 84.60. Green Islands at 86, Hongkong
Electricity at 814½, Rose at 8200, Hongkong
Ropes at 805, Hongkong Trams at 129.
Peak Tram (old) at 81½, Waterboats at
8184, and Watsons at 87.50. China Ropes
are on offer at 811½, Peak Tram (new) at
80 cents, and Steam Laundries at 84.50 ex
dividend.

Messrs.—Hongkong Land Investment
Co., Ltd.—Interim Dividend of 84 per
share payable on 28th inst.

West Point Building Co. Ltd. Interim
Dividend of 82 per share payable same
date. Transfer books close from 21st to
28th inst.

London Quotations.—The following
quotations (middle prices) were received
from our London Agents by wire this
morning:—

Indo-China (Combined) ... 127½
Chinese Engineering ... 37½
B.K. Elec. Trams ... 12½
Trough Mills, Ltd. ... 20
Ural Caspian Oil ... 44½
Mitschen/Eagles ... 38½
Shell Transport "Bowers" ... 98½
British-Burmah Petroleum ... 4½
Mitschen Premier Oil Syndicate ... 10½
United Siam ... 77½
Rubber Plant. Ind. Trust ... 8½
Yokohama Trust ... 144½

BUSINESS NOTICES.

MILKMAID
MEANS

STERILIZED
SAFETY

NATURAL
No

MILK
MICROBES

IT POURS OUT OF THE TIN LIKE BEST FRESH MILK.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

HONGKONG TO CANTON. CANTON TO HONGKONG
SATURDAY, 18th JULY.

8 A.M. "HONAN." 8 A.M. "HEUNGSHAN."
10 P.M. "HEUNGSHAN." 5 P.M. "KINSHAN."

SUNDAY, 19th JULY.

10 P.M. "FATSHAN." 4 P.M. "HEUNGSHAN."

Single Fare by Night Steamer ... \$ 6.00
Return Fare by Night (available also for Return by Day Steamer) ... 10.00
Single Fare by Day Steamer ... 4.00
Return Fare by Day Steamer ... 8.00

The attention of the travelling Public is drawn to the comfort afforded by the
Company's vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. "SUI TAI." S.S. "TAISHAN"
HONGKONG TO MACAO

Week days at 7.30 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 9 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.

Week days at 7.30 A.M. and 12.30 P.M. Sundays, at 7.30 A.M. and 2 P.M.

EXCURSION TO MACAO.

SUNDAY, 19th JULY.

The Company's Steamship "TAISHAN"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.
and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street
Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 P.M.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. "HONAN"

Departures from Macao to Canton: Monday, Wednesday and Friday, at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 8.30 P.M.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and S.S. "NANSING," 668 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
day at 8.30 A.M. Round trips take about 6 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SANSUI." These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (Formerly known as)

Opposite the Blake Pier.

SINGON & CO.

ESTABLISHED A.D. 1820.

IRON, STEEL, METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers, Pig, Iron and
Foundry, Coke Importers, General Store-
keepers and Shipbuilders. Now 35 and
37, Hing Loong Street (Red Street), west
of Central Market. Telephone Nos. 515.
Hongkong, September 4, 1914.

THE CARLTON HOTEL

Recently Renovated and Refurnished.
Self-Contained Suite of Apartments with Private
Bath-rooms attached. Luxuriously Furnished Lounges, Drawing, Reading
and Writing Rooms.
FINEST SANITATION.
Under Personal Management of
O. HOWN Proprietor.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.
Estimates given for quick construction and repair of Ships, Engines, Boilers, Railways
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DUCK 787 x 88 x 34½"

Pumps empty Dock in 2-3/4 hours.

THEIR PATENT SLIPWAYS taking vessels up to 3,000 tons displacement
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Funnels, etc.

AGENTS FOR—

JOHN L. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-22 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 A.M. and 12 noon at the
Town Office.

SUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—TAIKOODOCK. Telephone No. 215.

NEW SHIPMENT

Government guaranteed 1st Grade Butter.
Packed specially in Australia for us. Absolutely
Best Imported. None Better quality made.
75 cents per lb.

FOR THE BEST OF EVERYTHING PROCURABLE IN ANY 1st CLASS
RESTAURANT IN THE EAST TRY THE

ALEXANDRA CAFE

NEW MACAO HOTEL.

PRAYA GRANDE, MACAO.

THE above hotel will be opened on 1st August, 1914, under new ownership
and European Management. The old place has been renovated and newly
furnished and is now up to date in every respect. Large and airy bedrooms,
hot and cold baths throughout. Electric lights and fans. Large and comfortable
dining-room facing the sea. Private and Public Bars. Billiard Room. Quinine
excellent under experienced supervision. Sanitary arrangements of the latest
terms moderate. For further information

APPLY TO—

O. C. MOOSA.

TEL. ADDRESS "PEGENT," MACAO

THE HONGKONG HOTEL AND GRILL ROOM

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS, FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
Telephone in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms,
Roof Garden.

Terms:—From \$5 per day Mx.

Telegram Ad:—Pegentful.

P. O. PRUSKER
Manager.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION
AND CLEANLINESS.

CULINARY UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN, Proprietor.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 97½ lbs. net.

In Bags of 95 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS.

"NESTOR"

Sanitary Fluid.

Reliable Disinfectant.

Two table-spoonsful to a gallon of water for washing
floors, &c., is most useful for the Destruction of Fleas.

PER PINT TIN 50 CENTS

PER GALLON TIN 42-00

VICTORIA DISPENSARY.

82, QUEEN'S ROAD CENTRAL.

ME CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A

SPECIALITY.

NOTE ADDRESS

ICE HOUSE HONGKONG.

ROURNVILLE
COCOA



The Cocoa
with the
most delicious
flavour.

Made by
Cadbury's
from the
finest Cocoa

Hongkong, Dec. 17 1906

GALBECK, MACGREGOR & CO.

(Established 1864)

For the hot weather

LEMONS

A natural Lemon Squash prepared
from FRESH LEMONS only.

\$1.00 per bottle

INTIMATIONS

G. FALCONER & CO., LTD.,

WATCHMAKERS & JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,
SILVER CUPS, TEA SETS, CIGARETTE CASES,
etc., etc.,

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager

Hongkong, April 12, 1914.

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND	CABLE LAID	4 STRAND
1" to 15"	3" to 15"	3" to 10"
CIRCUMFERENCE	CIRCUMFERENCE	CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to
Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1914.

THE KAILAN MINING
ADMINISTRATION.

KAIPING COAL

New well-known throughout the East for
STEAM RAISING, FURNING, STEEL MAKING, SHIP'S BUNKERS,
HOUSEHOLD PURPOSES.

KAIPING COKE

Competes with the best quality English Coke for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.

HIGHEST FIREBRICKS
FIRECLAY,
STOCKS ALWAYS ON HAND.

OFFICE: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL & CO., LTD., Agents.

A Natural
Remedy

Time was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.

Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.

ENO'S
FRUIT SALT

is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.

It may be safely taken at any time by young
or old.

It is very effective in the early stage of Diarrhoea
by removing the irritating cause.

Be prepared for emergencies by always keeping
a bottle in the house.

Prepared on y by

A. G. ENO, LTD., "FRUIT SALT" WORK, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
RIMA, OCHI, MUTARE, YO-
SHINOTANI, KISRIDAKE, HOJO,
KANADA, NAKAMURA, SAYO,
SHIMIZU and KAMIMADAI
Collieries.

AGENTS for SAKITO, & OYUBARI
COALS.

HEAD OFFICE—TOKYO.

BRANCH OFFICES:

Nagasaki, Moji, Karatsu,
Wakamatsu, Otsu, Muroran,
Hakodate, Kobe, Osaka, Kyoto,
Tokyo, Yokohama, Nagoya,
Tsuyama, Shanghai, Hongkong,
Hankow, Peking.

TEL. ADDRESSES for above: IWASAKI
Codes:—A1, ABC 5th Ed., Western Union.

AGENCIES:

CHINESE: Messrs Gearing &
Co.MALAYA: Messrs Macdonald &
Co.SINGAPORE: Messrs Borneo Co.
Ltd.GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,

No. 2, PRINCE STREET,
HONGKONG.THE HONGKONG LAND INVEST-
MENT & AGENCY CO. LTD.

AN INTERIM DIVIDEND OF THREE
& A HALF DOLLARS per Share for
the six months ending 30th June, 1914, will be
payable on TUESDAY, 23rd July
on which date Dividend Warrants may be
obtained on application at the Company's
Office.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from TUESDAY
the 21st July to TUESDAY the 23rd July,
(both days inclusive) during which period
no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,

Secretary.

Hongkong, July 14, 1914.

THE WEST POINT BUILDING
COMPANY LIMITED.

AN INTERIM DIVIDEND OF TWO
DOLLARS per Share for the six
months ending 30th June, 1914, will be
payable on TUESDAY, 23rd July, on
which date Dividend Warrants may be
obtained on application at the Company's
Office.

THE TRANSFER BOOKS of the Com-
pany will be CLOSED from TUESDAY
the 21st July to TUESDAY the 23rd July,
(both days inclusive) during which period
no Transfer of Shares can be Registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,

Secretary.

HONGKONG LAND INVESTMENT &
AGENCY CO., LTD.General Agents for the
West Point Building Co., Ltd.

Hongkong, July 14, 1914.

DAIRY FARM NEWS.

NOTHING CAN EXCEL
OUR
DAISY BRAND
TABLE BUTTER.

It is pure, delicious and positively
the best brand.

On the market
Insist on getting the genuine article.

66

THE REPUBLIC MOTOR BOAT
CO., LIMITED.

WANCHAI, PRATA EAST.

TELEPHONE No. 307.

THE above Company has for hire FAST
COMFORTABLE MOTOR BOATS,
fitted with British Engines, for Picnic
Parties and for carrying passengers to and
from Yessels in the Harbour. Our repre-
sentative will meet passengers at BLAKE
PIER, where our boats will be stationed.
Fares \$2.00 per hour or part thereof,
or \$1. per trip not exceeding 15 minutes.
Special arrangements for long runs and
hiring by the day.

For further particulars,
apply to, AH KING'S Slipway,
Wanchai.

Hongkong, July 4, 1914.

DON'T Forget after tea, Show, Supper
and Light Refreshments.

ALEXANDRA CAFE.

Open Till Midnight.



ROYAL ASCOT.

(Continued.)

THE ASCOT STAKES, GOLD YASE,
PRINCE OF WALES' STAKES,
ROYAL HUNT CUP, ETC.Gold Cup of £3,500; weights for age,
see 21 miles.

Mr. Fairlie's b h Aleppo, by Beppo-
Chero Reine, 5 yrs, 9st 4 (C. Fox) 1
Mr. J. Ryan's ch e Willbrook, 3 yrs,
9st 7 (S. Donoghue) 2
Mr. T. Martin's br h Junioe, 5 yrs,
9st 4 (W. Huxley) 3
Mr. St. Mary's br e, 4 yrs, 9st
(G. Stern) 4

Mr. L. de Rothschild's Lorenzo, 5
yrs, 9st 4 (A. Whalley) 5
Baron Gouraud's Orsonville, 4 yrs,
9st (J. Reid) 6
Lord Harwood's Cantilever, 4 yrs,
9st (W. Griggs) 7
Colonel Hall Walker's Night Hawk,
4 yrs, 9st (H. Jones) 8
Colonel Lambton's Aldermaston 3 yrs,
7st 7 (Spear) 9
Mr. J. de Rothschild's Cincinnati,
3 yrs, 7st 7 (R. Cooper) 10
(Winner trained by A. Taylor, at
Mantio, and bred by Owner.)

Setting—6 to 4 age, Bruleur, 3 to 1
Junior, 6 to 1 Aleppo, 10 to 1 Cantilever,
20 to 1 bar four (9).

Aldermaston made the running clear
of Aleppo, Cincinnati, Lorenzo, and
Junior, with Cantilever last. After
covering five furlongs Aleppo assumed
the lead, and went on from Aldermaston,
with Junior, Bruleur, and Lorenzo,
these being followed by Cincinnati,
Willbrook, and Orsonville, with Night
Hawk near last. Seven furlongs from
home Junior went to the head of affairs,
and was attended by Willbrook, Bruleur,
Cincinnati, Aldermaston, with Can-
tilever, and Night Hawk next, and
Lorenzo now last. In the straight Will-
brook went to the front, followed by
Junior, Bruleur, and Aleppo, but before
reaching the distance Aleppo challenged
Willbrook, and won by three-parts of
a length, three lengths divided second
and third. Bruleur was placed fourth,
Cantilever, fifth, Orsonville sixth, Cin-
cinnatus seventh, Night Hawk next, and
Aldermaston last.

now Aleppo won.

Aleppo won the Gold Cup for England,
but only after Willbrook, the three-year-
old, had put up a brave fight for the
honours, said "Hotspur" in the "Daily
Telegraph." The finish, indeed, provided
one real thrill of the afternoon. Bruleur
had been disposed of at the turn
into the straight, and Willbrook had no
difficulty in striding past the firing
Junior when once they had turned for
home. I thought then the young horse
was going to win. He was still going
well, and apparently the only danger
was Aleppo, who at that time had some
ground to make up, though he in turn
had got Junior safe.

Then, with a fine spurt, the older
horse bore down with an irresistible rush.
It reminded one of the way he came in
hot pursuit of Anney in the Chester
Cup race, and Anney's jockey was now
on Willbrook. Aleppo seemed to fly

those last fifty yards, and it says much
for the grit of Willbrook that when Don-
oghue took up his whip the horse re-
sponded, and quickened. He, too, was
going on again at the finish, but Aleppo
had got in that last quick run from the
distance, and it had sufficed once more.

Willbrook had nearly brought off a
great victory for Dr. Ryan, who owns
him, and in doing what he did he cer-
tainly justified my contention that in
this year of better-class three-year-olds
his candidature for the Gold Cup was
one to be reckoned with. The victory
of Aleppo was very well received. The
cheers that greeted it were not con-
structed as being exultation that the
French horse was well liked, but that
one of the home produce had proved
equal to keeping the Cup in England.

Mr. "Felix" had previously won a
Gold Cup with Bayardo, and though
Aleppo is nothing like so brilliant a
horse, he nevertheless stands out as a
magnificent two-year-old, with more speed
at five years of age than he has ever had
in his life.

He looked beautiful in the paddock,
but I have an idea that the Maenton
trainer was far from being confident.
Just after the horse had left the paddock
to go out on the course he told me that
he thought the French horse would win.
He particularly deplored the hard ground,
which is wholly unsuited to the horse.

There were reports that he had got some
leg trouble, which, as any race, was
given to me as a reason why a well-
known follower of the stable was not
backing the horse. There could not
have been much wrong with him, that
put up the performance he did.

I should say it was a slow-run race,
for the reason that Aleppo was in front
for such a long time after the start. He
might, indeed, have made all the run-
ning, but for the jockey of Junior sud-
denly forcing that horse into a long
leap along the Swinley Bottom. If W.
Huxley thought that the pace was a false
one he did the right thing on Junior,
though it struck me he was going dan-
gerously near to the opposite extreme.

Then Donoghue, on Willbrook, came
into the picture. With his light weight
he could not see himself being left, with
his ground to make up in the straight,
and very sensibly, therefore, he went
in pursuit. He thus led into the straight,
and the rest I have already described.

Hardwicke Stakes of £2,500; weight for
age, see 11 miles.

Mr. H. J. King's ch e Peter Thie Her-
mit, by St. Petersburg-Carlisle, 3
yrs, 7st 7 (R. Watson) 1
Lord Londonderry's ch e Corryra, 3
yrs, 8st 8 (H. Jones) 2
Lord Camarosa's b e Magyar, 3 yrs,
7st 12 (E. Huxley) 3
Mr. St. Joel's Maiden Erlich, 3 yrs,
9st 12 (W. Griggs) 4
Mr. A. Basset's Rosworthly, 4 yrs,
8st 10 (S. Donoghue) 5
Mr. E. Hulton's Threlton, 4 yrs,
9st 10 (F. Rickaby) 6
Mr. San Miguel's Rabble, 4 yrs, 8st
(Bollhouse) 7
Mr. J. Joel's Black Jester, 3 yrs,
8st 8 (W. Huxley) 8
Mr. F. Alexander's Aboukir, 3 yrs,
7st 12 (R. Stokoe) 9
Lord Rosbery's Souloque, 3 yrs,
7st 7 (H. Robbins) 10
(Winner trained by Wingham, at
Stockbridge, and bred by Owner.)

(Continued on page 3.)

COUGHING INTO
CONSUMPTION

"Only a Cough" but you stop
while it is ONLY a cough.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

The finest preparation made
for combating severe coughs.
CURES any cough that is
only a cough. Very palatable.

OF ALL CHEMISTS

Price: \$1.25 and \$2.25.

W. S. BAILEY & Co., Ltd.

Kowloon Bay

SHIPBUILDERS' AND REPAIRERS.

VESSELS IN STEEL OR WOOD, STEAM OR MOTOR DRIVEN, TUGS,
BARQUES, STEAM OR OIL LIGHTERS, LAUNCHES,
MOTOR YACHTS AND HOUSEBOATS.

ROOFS, BRIDGES, STEEL BUILDINGS AND CONSTRUCTION WORK.
SMALL STEAM LAUNCH FOR SALE OR HIRE.

INTIMATIONS

NOTICE
GOODCHILD and Co., MERCHANTS
and COMMISSION AGENTS have
this day been established at No. 20, Des
Vaux Road Central, 1st floor.
Hongkong, July 16, 1914.

THE HONGKONG CENTRAL
ESTATE LD.

NOTICE IS HEREBY GIVEN that
the STATUTORY Meeting of Share-
holders of this Company will be held at
the Office of the General Managers at
No. 10, MONDAY 27th instant, instead
of as previously notified.

By Order
A SHELTON HOOPER
Secretary to THE HONGKONG LAND
INVESTMENT & AGENCY CO. LD.
General Managers.
Hongkong, July 6, 1914.

METAL IMPORTERS OF
HONGKONG.

NOTICE IS HEREBY GIVEN that a
MEETING OF METAL IMPORTERS
will be held at the SECRETARY'S OFFICE,
HONGKONG GENERAL CHAMBER OF COM-
MERCE, NEW GOVERNMENT BUILDING, on
WEDNESDAY, 22nd July, at 4 p.m.

BUSINESS

- (1) To approve and adopt, if thought
desirable, the form of contract pro-
posed by the Provisional Committee
copies of which have been sent to
all firms represented at the Meeting
of Metal Importers held on 12th
May, 1914.
- (2) To consider whether or not an
Association of Metal Importers shall
be formed.
- (3) If it is agreed to form an Association,
to elect a Committee to draw up
rules.

By Order,
E. A. M. WILLIAMS,
Secretary.Hongkong General Chamber of Commerce.
Hongkong, 14th July, 1914.

All Metal Importers not represented at
the Meeting held on 12th May, 1914, may
obtain copies of the form of contract men-
tioned in the advertisement upon applica-
tion to the Hongkong General Chamber
of Commerce.

Business Connection in all
Countries.INTERNATIONAL COMMERCIAL
INTELLIGENCE BUREAU.AMSTERDAM, BRUSSELS,
DAMM 63, 21, BOI DE JARDIN
HOTANQUE.LONDON: 13 ST. HILLEN'S
PLACE, E.C.

HAMBURG: HATH GERTZ.

ZURICH: KASPAR & ESCHER
HAGUE.

VIENNA: Manager: J. BENDIN.

This Bureau aims to further interna-
tional business connections and pub-
lish FREE OF CHARGE at the
disposal of respectable firms, and fur-
nishes:

- a. Agents in any country.
 - b. Agencies.
 - c. Addresses of Exporters, Importers,
Manufacturers, Agents, etc., in
every country.
 - d. Offers in any article desired.
- The Bureau does not accept
any Commission for Con-
nections accomplished by its
Medium.
- Each firm desirous of utilizing the
medium of this Bureau is asked to state
references.
- The Bureau is enabled to GRANT ITS
SERVICES FREE OF CHARGE because some
thousand firms are subscribers and sup-
port the Bureau through an annual fee.
All correspondence to be addressed to:
J. BENDIN, Director I.C.I.B.,
Damrak 60, Amsterdam.

Hongkong, March 5, 1914.

SIEN TING.

Surgeon Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.

Consultation Free.



THE DOLLAR MARK

never obscures our idea of
eyeglass service—the first
consideration here is perfect
satisfaction in glasses and
our patrons never find reason
to complain of our charges.

We use every scientifi-
c method of value in
testing the sight.

FOR ALL EYE TROUBLES
CONSULT US.

Hongkong, May 23, 1914.

'Want' Advertisements

PREPAID

\$1 per inch..... 3 insertions.
\$2 One week.

FOR SALE.

A BOUT 500 IN. ENGLISH TYPE
Clarendon and Nonparel (Modern),
complete fonts, including galleys.
In good condition. Send offers to
"TYPO."

Care of "CRITICA MAIL" Office,
Hongkong, March 21, 1914.

CHEN KWONG & CO., LD.

GENERAL IMPORT &
EXPORT.

CANTON

LARGE WHOLESALE & RETAIL
STORE:FURNITURE, Draperies, Groceries,
Boat and Shoes.Makers of Jewellery, Lacquer-
ware, Crockery Ware.

Ironmongery, Wine and Spirits.

Foreign Clothes for gentlemen made to
order by our own tailors.Large assortment of Chinese Silks and
Foreign Goods of every description.All goods sold at reasonable Prices.
The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.SUP PAT POO STREET,
CANTON and
Nos. 27, 28, Des Vaux Road
and No. 120, Connaught Road Central,
Tel. No. 811, Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE
TO
ORDER

CHERRY & CO.,

FEDDER STREET,
Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

LESSONS IN CHINESE.

MR. LI HON PAN, a Chinese graduate
versed in literature, has been a teacher
to European officials and merchants in the
Colony for over ten years.

He has a good method of training Euro-
peans to pass in the Chinese examination, and
is possessed of a first rate certificate as a
Chinese teacher. He has also a good know-
ledge of Mandarin and Hakka.

Those who intend learning the Chinese
language are requested to write care of
Cherry & Co. or direct to 37, Holly-
wood Road, 1st floor.

Hongkong, May 17, 1912.

THE NEW FRENCH REMEDY.

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

THERAPION NO. 4

THERAPION NO. 5

THERAPION NO. 6

THERAPION NO. 7

THERAPION NO. 8

THERAPION NO. 9

THERAPION NO. 10

THERAPION NO. 11

THERAPION NO. 12

THERAPION NO. 13

THERAPION NO. 14

THERAPION NO. 15

THERAPION NO. 16

THERAPION NO. 17

THERAPION NO. 18

THERAPION NO. 19

THERAPION NO. 20</

If you have lost your appetite, one of the big Variety of dainty dishes at the **ALEXANDRA CAFE** is sure to tempt you.

and do not be persuaded to take
a substitute.

HAS CURED THOUSANDS
WILL CURE YOU

THE ALEXANDRA CAFE Cannot be
Beaten, If Equalled, For Bred
Dishes, Confectionery - Meals with Wines &
V. L. G.

Mr D. S. Douglas Mr D. S. Douglas
Mrs S. Droot Mr H. Handley Peggs
Mr F. F. Duckwood Mr S. Potten
Miss M. E. H. Evans Mr G. M. Powell
Mr and Mrs L. C. O. Evans Mr and Mrs R. A. A.
Ehrenfels Mr and Mrs R. A. A.
Mr L. B. Frank Ramsay
Mr A. H. Frank Mr E. B. Ray
Mr J. Gibb Mr E. M. Raymond
Mr J. Gassen Miss F. Roay
Mr and Mrs J. Gould Mr and Mrs J. Rowell
Mr P. O. de Gizeo Mrs Seddon
Mr and Mrs E. Guernsey Mr J. E. Sharpe
Capt. T. P. Hall Mr F. Smyth
Mr W. H. Hamblin Mr V. Sorby
Mr G. Harpur Mr and Mrs F. A.
Mr P. Heiman Miss F. Spagnus
Mr B. Henderson Mr A. Square
Mr. Mr E. A. Swift Mr and Mrs G. H.
Hawert O. M. G. Dr. Herbert To
Mr C. E. Horton Mr H. M. Tozer
Mr B. H. Hutter Mr C. E. Wallford
Mr T. Hukiyama Capt. H. A. Walker
Mr M. T. Jones Mr E. F. T. Warren
Mr A. B. Jordan Mr S. F. White
Mr and Mrs J. A. Mrs Mrs F. Winkler
Mr R. C. H. Kingston Miss L. L. Winstan
Capt. and Mrs Rockers Mr G. G. Wood
Mr E. B. Lambert Mr and Mrs J. F.
Mrs W. M. Lambert Wagh

Mr Felbick R. E.
Mr F. W. Gibbins Mr A. "Einclair
Mr & Mrs A. Gibson Mr C. Skott
Col. Gordon Hall Mr Stanley
R. A. M. O. Captain Mrs Stewart
Mr F. Grissell nurse and child
Mr B. A. Hale Mr R. A. Stokes
Mr Hardman Lt. Col. Mrs Ushers
Mr F. A. Hazeland Smith, J. O. D.
Mr & Mrs Hooper Mr and Mrs G. E.
Mr and Mrs W. G. Stewart & child
Hamphrys Capt. and Mrs Waters
Major & Mrs Edmund child
phrey, R. E. S. Mr Williams

KING EDWARD HOTEL.
Mr E. Ahnberg Mr and Mrs O. Leznitz
Mr W. J. Austin Mr W. J. Leverett
Mr N. J. Austin Mr C. F. Mallory
Mr D. Benda Mr Massey
Mr W. Budge Mr and Mrs H. B. Mc C. W. O. Mayne
E. Budge & family Mrs F. A. Miller
Mr J. H. Brister Dr Muller
Mr P. Bunnage Mr H. Murphy
Mr P. V. Cox Capt. and Mrs W. G.
Mrs Foy Pastures
Mr P. O. Hall Dr Sibree
Mrs A. P. Jennings Mr C. H. Soper
Mr J. Joseph Mr K. Taus
Mr J. W. Knapp Mrs Thompson
Mr W. Kuznetz Mr J. Taus
Mr and Mrs W. D. Dr S. S. Walther
Knit Mrs J. S. Walther
Mrs W. D. Kraft

AMERICAN HOTEL.
Mr and Mrs E. L. Mr A. D. Hoole
Mr Agnew Mr P. O. Mason Hurley
Dr and Mrs G. D. B. Dr & Mrs Evans Jones
Black Mr G. A. Jonker
Mr and Mrs J. W. Mr W. Logan
Botes Mr R. J. Rawlinson
Miss H. Bolles Mr and Mrs J. Robert
Mr H. B. Breen Mr and Mrs G. Sachse
Mr Davenport Brown Mr G. Sachse
Mr A. N. Carlston Mr W. Schofield
Mr W. A. J. Cooper Mr and Mrs E. T.
Capt. & Miss Louise Sinner
Magnathes Correa Mrs W. Smith
Miss Corral Mr F. Sutton
Mr J. J. M. Elias Mr R. P. Thomas
Mr D. Filkins Mr G. J. K. van der
Mr & Mrs A. Forbes Wal
Mr B. E. L. Collins Lt. Capt. A. H. Kinnaird
Jones Walston A. S. J.
Mr T. L. Harrison Mr H. W. Waffler
Mr O. H. Herold Mr J. W. Wilson
Mr Kooegover

THE ALEXANDRA CAFE Cannot be
Boated. It Equalled For Bread
Cakes, Confectionery, Meats with Wings &

THE CHINA MAIL
Washing Books,

A. S. WATSON & CO., LTD.

ESTABLISHED 1841.

AERATED WATER MANUFACTURERS.

FORMAZONE.

A REFRESHING, INVIGORATING and PALATABLE drink particularly suited for Tennis and Bathing Parties.

Bottles \$1 per doz. Split 50 cts. per doz.

PYERIS.

Chemically, an exact reproduction of a well known German spring, at half the price. Blends perfectly with spirits, especially Whisky. Once try a Whisky Pyeris and you will ask for it again.

Prices:—\$0.85 per doz. Bott. \$0.50 per doz. Split.

STONE GINGER BEER.

The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the flavour produced by partial fermentation; without this Stone Ginger Beer can be said to be genuine.

Price:—\$0.85 per doz.

DRY GINGER ALE.

FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Prices:—\$1.00 per doz. Bott. \$0.60 per doz. Split.

WM. Powell LTD.

TELEPHONE 346

COMMENCING

MONDAY

NEXT

ANNUAL SUMMER SALE

GENUINE CLEARANCE OF SUMMER GOODS.

WE EXPRESS TO ANY ADDRESS

WE CLEAR, SHIP, PACK,

CARRY, TRANSPORT,

STORE AND INSURE

TO ALL PARTS OF THE WORLD.

HONGKONG PARCEL EXPRESS AND STORAGE CO.

Tel. 1208

3 DUNDRELL STREET.

THE CHINA MAIL

TYPHOON

MAP and GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 Cents.

From the CHINA MAIL OFFICE.

THE EDWARD DISPENSARY,

C. KAMMING & Co., Ltd.

Chemists and Druggists.

GREAT REDUCTIONS IN PRICES.

PRESCRIPTIONS ACCURATELY DISPENSED.

Pure Drugs, Patent Medicines, &c.

24, QUEEN'S ROAD, HONGKONG.

Hongkong, July 22, 1914.

NEWS OF THE DAY.

LOCAL AND GENERAL.

A full report of the China Society's Dinner will be found on page 4.

Messrs. H. B. Jordan and J. Kingdon, cadets of the Royal Naval College, are going to Chong to study Cantonese.

On account of the condition of the Race Course after the recent heavy rains the Gymkhana has again been postponed for a week.

The Government proposes to put up for auction 125,000 square feet of foreshore and sea bed east of the Royal Hongkong Yacht Club premises at North Point, a condition of sale being that it shall be reclaimed by the lessee.

His Majesty the King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—An Ordinance to provide for the public lighting of the Colony and for the regulation of the appliances used in connection therewith; and an Ordinance to amend the Stamp Ordinance, 1901.

Regulations received from the Secretary of State relative to the wearing of the uniform of foreign orders appear in to-day's Gazette. The "Seal Fisheries (Crown Colonies and Protectorates) Order in Council, 1914," amending a previous order is also published. Hongkong is one of the places included in the schedule.

The case against Mr. William Davies of the Soldiers and Sailors Institute for keeping a dog without a licence, which was adjourned from yesterday was dismissed today by Mr. Wood. Inspector McHardy and Sgt. Pitt gave evidence for the prosecution. Defendant called evidence to support his statement that the dog was not his and that the Police had been mistaken.

With reference to the rebel activity in Singapore, the local Chinese authorities, according to the Chinese Press, have received instructions from Peking to take precautions. The rebels are reported to be engaging coolies and labourers in the Straits Settlements ostensibly for industrial work in China. They want 30,000 men in all, and 2,000 are said to have already been sent to China on three steamers. Their destination is Swatow, at which port they will be met and taken care of by rebel leaders. It might be pointed out, however, that the majority of the men leaving for Swatow are miners from the F.M.S. who are returning to China in consequence of the depression in the tin mining industry.—Straits Times.

The beheading of two women in Germany recently calls attention to the diversity in the methods of capital punishment still in force in the civilized world. In Europe alone, the axe, the gallows, and the guillotine are used, while the solitary confinement for life which has replaced the death penalty in Italy is probably less humane in the long run than execution. Some of the extremes of Switzerland retain the death penalty, while others have abolished it. In the United States, electrocution has been adopted for about a generation. When the "death chair" was first proposed humanitarians made a great protest, but the authorities arranged for the first execution to take place with sufficient publicity to convince the public that this method of execution was immediate and painless.

SOCIAL AND PERSONAL.

Mr. W. A. Dowley left for Singapore by P. and O. s.s. "Assaya."

Lieutenant O. P. Edgcombe, 1st Bn., D.C.L.I., has been seconded for employment with the Army Signal Service.

H. E. the Governor addressed the European staff of Kowloon Dock yesterday afternoon on the Volunteer question.

Major H. C. Hall, R.G.A., has been granted leave from August 5, till September 23, to visit neighbouring countries.

Lieutenant I. Beaton, R.G.A., who served with the 83rd Co., R.G.A., Lyemum, two years ago, has been placed temporarily on the half-pay list owing to ill-health.

Captain R. H. M. Watson, R.G.A., from the 32nd Co., at Portsmouth, has been appointed Adjutant Royal Artillery, South China, from November next in succession to Captain T. P. Garwood, R.G.A., who has gone home. Captain Watson, who is coming out in the troopship, left Hongkong only two months ago, after serving for five years with the Hongkong-Singapore Battalion, R.G.A.

DON'T NEGLECT YOUR FAMILY.

WHEN you fail to provide your family with a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy at this season of the year, you are neglecting them; as bowel complaint is sure to be prevalent, and it is too dangerous a malady to be trifled with. It is especially true if there are children in the family. A dose or two of this remedy will place the trouble under control and perhaps save a life, or at least a doctor's bill. For sale by all Chemists and Druggists.

look forward to our turn to-morrow. But when we look out morning after morning, as of late, and see what the poet vividly terms the "heavens black with clouds," and the deluge continuing with unabated fury the natural feeling is to throw optimism to the dogs and return dismal looks to the lowering clouds, forgetting for the time being the childishness and futility of such conduct. Calm indifference to the conditions imposed upon us at present by the "Weather Clerk" is, impossible. There are, however, one or two aspects of the situation, however, that may do some thing to reconcile us to this week's preternatural gloom and may help us to maintain the philosophic mind. We may surely now assume that our reservoirs are well supplied with water and under no reasonable conditions are we likely to be threatened with a water famine for some months to come. Moreover, water being really suitable only for cleansing purposes, there is now no excuse for even the most casual coolie to go unwashed. Our friends, the Chinese, will now have plenty and happily will not be compelled to carry it, like dwellers in an Arabian desert, long distances to their houses, up flights of stairs, an undertaking repellent enough to deter many people from ordinary cleanliness. But this is not all. If there is any virtue in flushing the drains and in giving the ribs a difficult time these days that have been following one after the other, surely, have not been without their effect. The rodents must have been having a very dampish existence lately if their homes are made in the drains, unless they have managed to discover some solid ground on which to camp out, for we can hardly imagine a more suitable resting place than the drains of Hongkong during the last fortnight, and especially during the recent five days. So we may perhaps, though it is not done without an effort, draw some satisfaction from the consciousness that in these regards, "It's an ill wind that blows nobody good." Meanwhile what are the feelings and what are the prospects of the Chinese across the harbour and throughout the water-sodden delta? It is not easy to imagine it; it is impossible to know it. Descriptions of their condition state that many of them are crouching forlornly on the low hills just beyond reach of the turbid waters with only the callous sky for a roof. The waters were subsiding, and it was beginning to be possible to repair the hideous gaps in the dykes, enabling the floods to be dammed back to their natural and regular channels, but these rains will once more fill to overflowing the rivers, and doubtless do more damage in making the rents worse than they originally were in the many embankments. The Chinese may, therefore, with their innate fatalistic tendencies, their habit of ascribing these calamities to the anger of Heaven or the resentment of the gods, well sit in gloom feeling that the fates are against them and that every spark of hope is being quenched by these continued and rising floods. However, as "of our philosophy we make no use if we give place to accidental evils," we must, therefore, after doing as we are doing, something towards mitigating the hard lot of those to whom this continued deluge is a much more serious matter than to ourselves, we must discipline our minds to patience, knowing well that the "clouds will roll by," and that "Old Sol" will soon beam in his most effulgent manner upon us all.

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look forward to our turn to-morrow. But when we look out morning after morning, as of late, and see what the poet vividly terms the "heavens black with clouds," and the deluge continuing with unabated fury the natural feeling is to throw optimism to the dogs and return dismal looks to the lowering clouds, forgetting for the time being the childishness and futility of such conduct. Calm indifference to the conditions imposed upon us at present by the "Weather Clerk" is, impossible. There are, however, one or two aspects of the situation, however, that may do some thing to reconcile us to this week's preternatural gloom and may help us to maintain the philosophic mind. We may surely now assume that our reservoirs are well supplied with water and under no reasonable conditions are we likely to be threatened with a water famine for some months to come. Moreover, water being really suitable only for cleansing purposes, there is now no excuse for even the most casual coolie to go unwashed. Our friends, the Chinese, will now have plenty and happily will not be compelled to carry it, like dwellers in an Arabian desert, long distances to their houses, up flights of stairs, an undertaking repellent enough to deter many people from ordinary cleanliness. But this is not all. If there is any virtue in flushing the drains and in giving the ribs a difficult time these days that have been following one after the other, surely, have not been without their effect. The rodents must have been having a very dampish existence lately if their homes are made in the drains, unless they have managed to discover some solid ground on which to camp out, for we can hardly imagine a more suitable resting place than the drains of Hongkong during the last fortnight, and especially during the recent five days. So we may perhaps, though it is not done without an effort, draw some satisfaction from the consciousness that in these regards, "It's an ill wind that blows nobody good." Meanwhile what are the feelings and what are the prospects of the Chinese across the harbour and throughout the water-sodden delta? It is not easy to imagine it; it is impossible to know it. Descriptions of their condition state that many of them are crouching forlornly on the low hills just beyond reach of the turbid waters with only the callous sky for a roof. The waters were subsiding, and it was beginning to be possible to repair the hideous gaps in the dykes, enabling the floods to be dammed back to their natural and regular channels, but these rains will once more fill to overflowing the rivers, and doubtless do more damage in making the rents worse than they originally were in the many embankments. The Chinese may, therefore, with their innate fatalistic tendencies, their habit of ascribing these calamities to the anger of Heaven or the resentment of the gods, well sit in gloom feeling that the fates are against them and that every spark of hope is being quenched by these continued and rising floods. However, as "of our philosophy we make no use if we give place to accidental evils," we must, therefore, after doing as we are doing, something towards mitigating the hard lot of those to whom this continued deluge is a much more serious matter than to ourselves, we must discipline our minds to patience, knowing well that the "clouds will roll by," and that "Old Sol" will soon beam in his most effulgent manner upon us all.

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OCCASIONAL NOTES.

AMALGAMATION WITH THE BRITISH INDIA CO.

Sir T. Sutherland's Speech.

(Continued from page 1.)

VARIOUS PLANS DISCUSSED.

I need hardly say that the terms of our agreement were discussed for many days and many plans were tried. We had before us, for instance, the possibility of the liquidation of the British India Company, which would have involved the outlay of a large amount of capital on our part. We had another project that of paying cash down for the shares which we are taking over, and in some respects that plan would have suited us extremely well; but neither of those propositions was found to be workable. The British India shareholder objected to receive cash, even if we paid him a very high premium on his shares. He was satisfied with the position of his own company, and he felt, moreover, that if he were put in possession of that capital he would not know how to reinvest it to his own satisfaction. But the British India shareholder had not the same objection to retain, as it were, an interest in his own company, through the medium of the P. and O. Company. That is the position which the shareholders of the British India Company will in future occupy. They become our partners, and we have a controlling power in both cases. We hold the voting power in every shareholder, and we have a majority of 12 to 8 in the constitution of our joint Board. Therefore, apart from a valuable alliance—and we have known the figures of the British India Company's working for several years past—we are satisfied that we have succeeded in creating a valuable alliance, but that we have made a prudent contract for this company in exchanging stock instead of paying cash in connection with this adventure. We have one great advantage, which is that we remain in possession of the liquid assets of the company, which amount to-day to upwards of £3,500,000, notwithstanding the large amount of shipbuilding which we have accomplished in recent years.

In the Settlement Chinese are the chief offenders, and since the opening of two Chinese "night gardens" beyond its western border the nuisance has become acute. Residents in the city who have to listen to the noisy chatter of rickshas and chair coolies and Kowloon people who are treated to early morning concerts in a dozen different gramophones, pianos and violoncellos participate simultaneously will sympathise with their friends in the north.

Regularly once or twice a year one hears of schemes for the improvement of Hongkong's ricksha service. Many pictures are drawn of pneumatic-tired and luxuriously upholstered vehicles, which will glide along with clean, uniformed coolies in the shafts, but like many other things which Hongkong is promised they are still in the air. The low-bodied ricksha which has recently made its appearance is, however, an improvement upon the type which is slowly—but slowly—replacing in Hongkong. It at any rates gives a tall passenger an opportunity of stretching his legs, and of entering a "clim" in wet weather without executing a series of acrobatic contortions which, while painful to the performer, must be amusing to passengers. In Kowloon, where fares are generally higher than in the island, by the way, the low ricksha is conspicuous by its absence. What has Kowloon done that it is thus neglected?

Now that a move has at last been made towards the provision of more comfortable vehicles a little attention might well be paid to the coolies. Many of them, especially in Victoria, are obviously physically unfitted for the strenuous life of a ricksha puller and many more are handicapped by their years. Under new regulations just issued by the Minister of the Interior public rickshas coolies in Peking are debarred from plying for hire if more than 50 or less than 18 years old; bodily unfit for the work; afflicted with "contagious diseases"; wearing queues; wearing no hat or cap; barefooted or naked; or wearing dirty or unsuitable clothes. Quite a useful guide for Hongkong!

In few places probably, is the phrase "Ask a policeman" more inappropriate than in Kowloon. The Sikh who stands on point duty in the main thoroughfare while residents of the peninsula peacefully slumber is picturesque; but his utility is sadly limited by reason of his inability to speak the official language of the Colony. The Chinese who shuffle around under his superintendence are quaint, but they share his disability. Questions or requests for assistance bring from both a smiling "No savvy" which suggests that they are proud of their ignorance. True, the public cannot expect linguist policemen from the munificent wage of \$18 a month! One way out of the difficulty would be for every householder to learn two or three dialects of Chinese and half a dozen or so of the Indian tongues, but there is a simpler and more obvious one. Perhaps it will suggest itself to the authorities.

What has become of the Hongkong wireless station scheme? A couple of years have elapsed since it was promised, and the progress made in the interval seems to be out of all proportion to the time taken. It is believed that the Government has already selected sites for the two stations, and rumour even has it that plans for the buildings are drawn. It should not take more than a year or two to order the machinery, so present residents may yet see the installation completed. Apparently in the F.M.S. things move faster, for a couple of weeks ago the rates for public messages were published, and it is least suggested that this station is nearing completion. Perhaps the Unofficial Members of Council can glean some information. Hongkong, as one of the principal ports of the Empire, should see to it that it is not the last link in the British wireless chain.

Now, I must refer, in further explanation, to one or two figures of interest. In the first place, you see that we give £700,000 of our Preference stock in exchange for the Preference stock of the British India Company. The interest on this is £35,000. Secondly, we exchange nearly £1,000,000 of our paid-up shares for £383,133, approximately, of our Deferred stock, and the amount of dividend on that Deferred stock at 15 per cent. will be £57,470. Altogether, therefore, we are in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. This will be exactly the amount of dividend which the British India shareholders have hitherto been receiving from their own company, and every business man will readily understand that shareholders would not be expected to be expropriated, and at the same time, to take on less than the dividend which they had been receiving from their own company. I have known many shareholders who have been in the British India Company for some years past, and I am confident that they will earn more than the sum which I have named by annual profits, after paying for depreciation and insurance. I think there will probably be in good times even so, and one of the £1,000,000 of the new capital which we shall create from the 1st of October next. 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SATURDAY, JULY 18, 1914.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HOMERACING.

RESULT OF THE ECLIPSE STAKES.

LONDON, July 18.

The following is the result of the Eclipse Stakes (10,000 sovs, the owner of the second horse to receive 200 sovs, of the third 150 sovs, the fourth 100 sovs, and the fifth 50 sovs) for three and four year olds; three year olds to carry 8 st 4 lb four year olds to carry 9 st 4 lb, and 2 allowed 3 lb; any winner of 1000 sovs 1 lb, or of any weight forage or sex race value 1000 sovs 10 lb extra; Eclipse Stakes Course, one mile and a quarter run at Sandown Park yesterday.

Mr. H. Cholmondeley's Hapburg, 3 y., (Foy) 84 13 lb 1
Mr. J. L. Joseph's Honeywood, 3 y., (Donoghue) 84 13 lb 2
Sir John Thurstley's Kenymore, 3 y., (Clark) 84 13 lb 3

Also ran Cantilever (Walker) Griggs, 10 st; Louvois (Saxby) 10 st; White Magic (Randall) 9 st 8 lb; Anmer (Jones) 9 st 4 lb; Trois Temps (F. Templeman) 8 st 13 lb; Carrickfergus (Dullock) 8 st 13 lb; Evansdale (W. Huxley) 8 st 10 lb; Quixus (Bickley) 8 st 10 lb; Lord Godolphin (Robinson) 8 st 4 lb; and St. Guthrie (Whalley) 8 st 4 lb.

Won by two lengths. Three lengths between second and third.

The betting was—
10 to 1 against Hapburg.
25 to 1 against Honeywood.
11 to 8 against Kenymore.

Place betting, 6 to 1 Hapburg; Others proportionate (i.e. a quarter of the winning odds).

Kenymore delayed at the start. Hapburg led throughout and won easily. Cantilever was fourth. Time 2 min 11 1/4 sec.

The result of the race goes to prove the assertion of many home critics that the three-year-olds of this year are a superior lot to those of last year. Cantilever, though he beat Tracery, Aleppo, Cypha and three others in the Jockey Club Stakes last year, could not give the weight to his younger competitors, only being able to finish fourth.

Hapburg, by Desmond, (out of Alliance) was three out of the four races he started in as a two-year-old, but lost to the best of the year, Russell, Great Falcon, Lantias and Peter the Hermit. He was not considered a first class at the end of last season, yet as a three-year-old, besides running second in the Derby he was third in the Newmarket Stakes to Corcoran and Brakespear, and was second to Corcoran in the Ascot Derby Stakes and has now won the Eclipse Stakes. The St. Leger should prove the most interesting of the 1914 classics as Black Jester, Brakespear, Corcoran, Glovinia, Hapburg, Kenymore and Peter the Hermit are all entered.

Honeywood (by Polymelus out of Honey Bird) won four out of 12 races last year. His only further engagements this year (unless, of course, he competes in some of the late handicaps) are the Sussex Stakes at Goodwood and the St. James Stakes at Kempton Park.

Kenymore, the hot favourite for this year's Derby when he got badly left at the post, has been mentioned, and his achievements enumerated, so often, he is now well-known. He is by John O'Gaunt out of Crocicum.

Last year's result was an easy win for Tracery. Louvois had ridden four lengths away second and Bachelor's Wedding third. Previous results—
1908 Your Majesty, 1909 Bayard, 1910 Lornberg and Neil Gow dead-beat, 1911 Swynford, 1912 Prince Palatine.

THE CARPENTIER v SMITH FIGHT.

LONDON, July 17.

Another fight is being arranged between Carpentier and "Gumbo" Smith after the former has met Bombardier Wells.

The evening papers devote columns to the fight and to the decision.

Carpentier says he is disgusted with the unsatisfactory result. Smith declares that the fight should have been continued, and that the action of Carpentier's manager in jumping into the ring was a foul sufficient to have given him a win.

CAUSES AND CURE FOR DIARRHOEA.

OVEREATING, a change in the temperature, surprise, fruit, and impure water are some of the causes of diarrhoea. It is a disease of the bowels, and is caused by the action of the bowels. It is a disease of the bowels, and is caused by the action of the bowels. It is a disease of the bowels, and is caused by the action of the bowels.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITAIN AND INDUS TRIAL TROUBLE.

THE CHANCELLOR'S SOLEMN WARNING.

LONDON, July 18.

Mr. Lloyd George, Chancellor of the Exchequer, speaking at the Bankers' Dinner at the Mansion House, alluded to the imminent danger of industrial trouble from the unpromising combination of two and a quarter million transport workers and miners, and uttered a solemn warning that the prospect of settlement of these dangerous disputes was complicated by the situation in Ireland. If the combination of the Unions led to industrial strife in Ireland in the next few weeks the situation would be the gravest that any Government had had to deal with in centuries, and that was the reason that all should strive for a reasonable composition.

A "ZEPPELIN" UNDER FIRE.

LONDON, July 18.

A telegram from Berlin states that an Army Zeppelin, on a mission crossing the frontier, was fired at by the Russians. The airship, however, increased the frontier without damage.

BISLEY SHOOTING.

SCOTLAND WINS THE ELCHO SHIELD.

LONDON, July 18.

Shooting at Bisley for the Elcho Shield, Scotland made 1912, England 1899 and Ireland 1871.

MORE SUFFRAGETTE VANDALISM.

LONDON, July 18.

A suffragette has slashed Sir John Lubbock's well-known portrait of Carlyle at the National Portrait Gallery.

NEW GOVERNOR FOR MALTA.

LONDON, July 18.

Lt. General Sir Wm. Franklyn, K.C.B., Military Secretary of State for War and Secretary of Selection Board since 1911, has been appointed Governor of Malta.

BRITISH POLITICS.

THE GOVERNMENT'S PROGRAMME.

LONDON, July 18.

In the House of Commons, Mr. Asquith said the new Session would begin either in the last week of November or the first week of December. He announced that many Bills would be dropped, but the Government intended to pass the East African and the Sudan Loan Bills and hoped also to pass the British Naturalisation and the Anglo-Persian Oil Bills.

THE IRISH SITUATION.

LONDON, July 18.

Two full Cabinet meetings were held yesterday on the Irish situation, making the fourth this week.

AUDIENCE OF THE KING.

LONDON, July 18.

The Prime Minister had an audience of the King yesterday evening. After the second Cabinet meeting the views of the Government on the demand for the exclusion of Ulster were submitted to a meeting of the Opposition front bench members to form a counter proposal. The meeting's decision was conveyed to the Cabinet.

CHICAGO RAILWAY DISPUTE.

LONDON, July 18.

The demands of the Chicago railwaymen involving 35,000 engineers and firemen, have been referred to the Federal Government for mediation.

CAN YOU AFFORD THE RISK?

WERE you ever "sick" with a severe attack of crampy colic or diarrhoea without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy in the house? Don't take such risks. A dose or two will cure you before a doctor could possibly be called, and it never fails, even in the most severe and dangerous cases. For sale by all Chemists and Druggists.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE MEXICAN CRISIS.

POLITICAL PRISONERS TO BE RELEASED.

LONDON, July 18.

Two train loads of Constitutional troops are on their way to Mexico City, and are expected to arrive tonight. General Carranza says that the Federalists must surrender unconditionally prior to the commencement of any negotiations. General Gonzalez, with 18 train loads of troops, has left Saltillo for the south. President Carranza has ordered the immediate release of all political prisoners.

UNITED STATES' APPROVAL.

LONDON, July 18.

Mr. Bryan applauds the new President's efforts in the direction of peace.

A REBEL VICTORY.

LONDON, July 18.

A telegram from Brownsville, Texas, states that Santa-Rosa has surrendered to the Mexican Rebels.

ANOTHER ENGINEERS' STRIKE THREATENED.

LONDON, July 18.

A strike of 3000 engineers is threatened at Blackburn because of employers refusing to grant a holiday.

DEALING WITH PIRACY.

LONDON, July 18.

The following correspondence, sent to us by the Secretary of the Chamber of Commerce, has passed between the Chamber and the Government with reference to the recent "Tai On" piracy.

INTERESTING CORRESPONDENCE.

The following correspondence, sent to us by the Secretary of the Chamber of Commerce, has passed between the Chamber and the Government with reference to the recent "Tai On" piracy.

"TAI ON" PIRACY.

(Letter to the Government.)
Hongkong, 2nd May, 1914.

Sir,—At a Committee Meeting held immediately subsequent to the Annual General Meeting of Members on Tuesday the 28th ultimo the recent piracy attack on the "Tai On" and the increasing frequency of like outrages were discussed.

1. A feeling of insecurity is abroad which must have a deleterious effect on the Colony's trade already heavily penalised by currency problems and the unsettled state of the two Kwangs.

2. It is a fact worthy of note that in every piratical outrage on the British flag in Local Waters my Committee believe, the attack has taken place on the outward voyage from the Colony. Presumably, therefore, the pirates are shipped on passengers at Hongkong itself.

3. The inference to be drawn from (2) is that the Chinese Officials possess some system of espionage or method of detection more efficient than our own, or for some reason it is simpler for the pirates to ship in Hongkong than at a treaty port or Way Station.

4. In the case of the "Sultan" piracy in 1906 the suggestion was made that the suppression of piracy should be attempted by—
(1) The organization of Chinese River Police Patrols using armed launches and under the command of European Officers, or
(2) The patrol of the River and Canton Delta by British Gunboats at the expense of the Chinese Government.

5. My Committee do not know what, if any, system of patrol is now extant on the river, but it is to be noted that most of the outrages occur between this port and Wong Moon.

ASHOR. IN A TYPHOON.

PERIENCE OFF EXCITING FORM.

The Rankin and Gilchrist steamship, Patrick, which, as we reported yesterday, encountered a typhoon in the Formosa Channel, has arrived in port with her stern badly damaged. It was on a voyage from Shanghai that the vessel ran into the storm, which lasted for forty-eight hours, and in a heavy sea she was forced to run before the wind.

The binding spray made it impossible to see ahead, and the vessel, unable to keep her course in the turmoil of waters, struck one of a group of small rocks off the west coast of Formosa, to the south of Keelung. When the vessel struck the engines were reversed, and when she got clear Capt. May was forced to go ahead and run before the storm again to prevent her becoming a total wreck, though her stern was badly twisted and plates bent in for a distance of twenty feet.

With such a serious injury it is remarkable that the ship reached the port, and Capt. May is to be congratulated upon making the port. Repairs will be executed here, and will take about thirty days. The Manchester Cable of the Castle Line expected here to-day, two days overdue, went through the same typhoon.

REPLY FROM THE GOVERNMENT.

Hongkong, 5th May, 1914.

Sir,—I am directed to acknowledge the receipt of your letter of the 2nd May and to intimate the views of the Committee of the General Chamber of Commerce on the subject of piracy and the means to be taken for their suppression.

2. I am to inform you that a Committee is now sitting and will shortly report on additional precautions necessary for the protection of River Steamers, and also precautions against piracy of ocean-going steamers, by pirates embarking in the guise of passengers at Hongkong.

3. In the meantime the Chinese Authorities have been communicated with and they have already taken very active steps to bring to justice the pirates who pirated the "Chidder" and to search out the survivors of the gang concerned in the attempt to pirate the "Tai On."

4. Arrangements have also been made with the Naval Authorities for the better protection of vessels trading between Hongkong and the West River.

I am, Sir, Your obedient servant,
(Sgd.) Charles E. Musgrave,
Colonial Secretary.

The Secretary,
Hongkong Chamber of Commerce,
Hongkong.

Telegram sent to Henry Keswick, Esq., M.P.
London, May 8, 1914.

Hongkong Chamber of Commerce request London Chamber of Commerce very strongly urge upon British Government necessary for pressing Chinese Government to promptly and thoroughly deal with pirates suppressing all villages where they have their headquarters situation of which is well-known should be increased in Southern waters especially in Kwangtung delta—Hewitt Chairman.

Letter to Henry Keswick, Esq., M.P. on firming telegram sent.
Hongkong, 5th May, 1914.

I am directed to confirm the Cablegram kindly sent on behalf of the Chamber by Messrs. Jardine, Matheson and Co., Ltd., yesterday.

My Committee will most highly appreciate any assistance you may be able to render them in this matter.

REGISTRATION OF DENTISTS.

DENTAL BOARD APPOINTED.

His Excellency the Governor has been pleased to appoint, under section 3 of the Dentistry Ordinance, 1914, the following persons to be members of the Dental Board, for a term of three years from July 17—

The Principal Civil Medical Officer, (Chairman), ex officio, Dr. George Ernest Aubrey, Dr. Frederic Dennis, Joseph Dr. Frederick Howard Kew, Dr. Joseph Whitley Noble.

Yours faithfully,
(Sgd.) Charles E. Musgrave,
Secretary.

The Secretary,
Chamber of Commerce,
Hongkong.

Enclosure.
Foreign Office,
22nd May, 1914.

Sir,—With reference to your letter of the 15th instant regarding the depredation of Chinese pirates, I am directed by Secretary Sir E. Grey to inform you that His Majesty's Minister at Peking has recently pressed the Chinese Government to take steps to ensure the protection of travellers in Southern Waters, with the result that instructions have been sent to the authorities of Kwangtung and Kwangsi on the subject.

Sir J. Jordan will be consulted in regard to the suggestion made by the Hongkong Chamber of Commerce for the increase of the naval patrol.

I am, etc.

Further letter from the London Chamber of Commerce.
London, 29th May, 1914.

Dear Sir,—Far Eastern Section. Confirming my letter of 23rd instant, I beg to hand you herewith copy of a further letter which I have received from the Foreign Office on the subject of pirates in Chinese Southern waters.

Yours faithfully,
(Sgd.) Charles E. Musgrave,
Secretary.

The Secretary,
Chamber of Commerce,
Hongkong.

Enclosure.
Foreign Office,
28th May, 1914.

Sir,—With reference to the letter from this Office of the 22nd instant respecting the prevalence of piracy in Southern Chinese waters I am directed by Secretary Sir E. Grey to inform you that His Majesty's Minister at Peking has made representations to the Chinese Government in regard to the "Tai On" case with the result that they have agreed to co-operate with His Majesty's Government in formulating a scheme of joint action in the matter in concert with the Government of Hongkong and the British Naval authorities.

I am, Sir, Your most obedient humble servant,
(Sgd.) Ralph Paget.

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For BREAD

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For CAKES

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For CHOCOLATES

WHITEAWAY, LAIDLAW & CO., LTD.

When buying an umbrella consider the following points—A Cover that will not split. A Frame that will not rust. A Handle that will not easily come off.

Ladies

Should see our new spreading shape that does not allow the water to run off on to the skirt.

Prices \$0.50 \$0.60

Gentlemen

Are sure to find a suitable umbrella among our stock which suits all pockets and conditions.

\$2.00 \$3.25
\$4.50 \$5.50
\$6.00 etc.

RELIABLE GOODS AT MODERATE PRICES FOR CASH.

WHITEAWAY'S
20 DES VORZ ROAD.

Martell's

Brandies

There is nothing too good for Britain's Navy, which probably explains why the Admiralty have selected Martell's for their Fleets.

Martell's V.V.S.O.P. Superior Liqueur
Per Case 1 dozen Quarts \$96.00

Martell's V.S.O.P. Liqueur
Per Case 1 dozen Quarts 54.00

Martell's Three Star Liqueur
Per Case 1 dozen Quarts 29.00

Martell's One Star Liqueur
Per Case 1 dozen Quarts 23.00

For Local Consumption Duty must be added to above prices.

SPECIAL TERMS GIVEN FOR LARGE ORDERS.

SOLE AGENTS
Gand, Price & Co., Ltd.

Wine Merchants,
8, Queen's Road Central, Hongkong.

TEL. NO. 135.
TEL. NO. 135.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR LONDON & ANTWERP, via Suez, Pango, Cebu, Port Said & Alexandria. **NAOYA**, Capt. W. H. SWENT, R.N.R. About 22nd July. Freight and Passage.

SHANGHAI, MANILA, KOREA, YOKOHAMA, & FUKUOKA. **DELTA**, Capt. W. R. LEWIS, R.N.R. About 22nd July. Freight and Passage.

LONDON, via Suez, Pango, Cebu, Port Said & Alexandria. **DEVANHA**, Capt. W. R. LEWIS, R.N.R. About 22nd July. Freight and Passage.

All the above steamers are fitted with Wireless Telegraphy.

E. A. HEWITT, Superintendant.

P. & O. S. N. Co.'s Office.

JAPANESE PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.

EMPRESS OF INDIA, Wednesday, July 22.

EMPRESS OF ASIA, Wednesday, Aug. 6.

EMPRESS OF JAPAN, Wednesday, Aug. 19.

EMPRESS OF RUSSIA, Wednesday, Sept. 2.

MONTEAGLE, Wednesday, Sept. 2.

Steamers leave HONGKONG at 12.00 Noon.

The "EMPRESS OF RUSSIA" and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers of 18,500 tons gross—30,500 tons displacement—the most powerful and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific steamer connects at Vancouver with a Mail Express train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels serves Canada as unobstructed for comfort.

PASSAGE RATES, HONGKONG TO LONDON.

EMPRESS OF RUSSIA, Optional Atlantic Port \$71.10.

EMPRESS OF ASIA, do do \$60.

EMPRESS OF JAPAN, do do \$60.

EMPRESS OF RUSSIA, do do \$60.

MONTEAGLE, do do \$60.

Passengers purchasing Trans-Pacific Return and passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

Official Through Rates (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, etc. Full particulars on application to Agents.

Through passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADLOCK, General Traffic Agent, Corner Pender Street and Praya (opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGUA BAY, DURBAN (Natal), PORT ELIZABETH and CAPE TOWN, with transshipment of COLUMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong: 1st August. Connecting with "NANERIG" 17th August.

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Excellent accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGUA BAY, DURBAN (Natal), PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient indentment offers, and attending the quickest freight transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

From Hongkong: S.S. "SALAMIS" About 24th of July.

First Class Accommodation for Passengers.

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to THE BANK LINE, LIMITED, Managing Agents.

HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast).

FOR BOSTON & NEW YORK.

S. MUNCASTLE CASTLE, on or about 18th July.

For Freight & further particulars, apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CAPE TOWN, in conjunction with the INDO-CHINA STEAM NAVIGATION CO., LTD. and AP CAR LINE.

Proposed Sailing from Hongkong.

Leave from Hongkong: On or about 18th July, at 10 a.m. with on or above.

TORILLA, Aug. 2, A. Steamer, end of Aug.

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sailing: S.S. BANRI MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 22nd July.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 29th July.

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S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 31st May.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 7th Jun.

S.S. BANRY MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 14th Jun.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 21st Jun.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 28th Jun.

S.S. BANRY MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 5th Jul.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 12th Jul.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 19th Jul.

S.S. BANRY MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 26th Jul.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 2nd Aug.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 9th Aug.

S.S. BANRY MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 16th Aug.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 23rd Aug.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 30th Aug.

S.S. BANRY MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 6th Sep.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 13th Sep.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 20th Sep.

S.S. BANRY MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 27th Sep.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 4th Oct.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 11th Oct.

S.S. BANRY MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 18th Oct.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 25th Oct.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 1st Nov.

S.S. BANRY MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 8th Nov.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 15th Nov.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 22nd Nov.

S.S. BANRY MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 29th Nov.

S.S. RYUJIN MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 6th Dec.

S.S. ROYUO MARU, For S'pore, Batavia, Cebu, Samarang & Sourabaya 13th Dec.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	STEAMERS	Leaves	Leaves	Connecting Steamer	Due at	Due at
Yokohama	to	Yokohama	from	Yokohama	Yokohama	Yokohama
July 9	ASSAYE	July 14	July 18	Medina	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	Medina	Aug. 29	Sept. 4
Aug. 6	DELTA	Aug. 11	Aug. 15	Medina	Sept. 12	Sept. 18
Aug. 20	HYMALAYA	Aug. 25	Aug. 29	Medina	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	Medina	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 26	Medina	Oct. 24	Oct. 30
Oct. 1	DEVANHA	Oct. 6	Oct. 10	Medina	Nov. 7	Nov. 13

THE ATTENTION of Passengers is drawn to the Accelerated Arrival of the Mail Steamers at Plymouth and London. These vessels will now arrive in Marseilles on Friday and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 8.25 p.m. on Saturday.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

1st SALOON	2nd SALOON	Accommodation	SINGLE	RETURN	FARE
"A"	"B"	"C"	"D"	"E"	"F"
285	255	244	234	224	214

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NOT TRANSIT) STEAMERS

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leaves	Leaves	Leaves	Leaves	Leaves	Leaves
Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
July 9	July 14	July 18	July 22	July 26	July 30	Aug. 3
July 23	July 28	Aug. 1	Aug. 5	Aug. 9	Aug. 13	Aug. 17
Aug. 6	Aug. 11	Aug. 15	Aug. 19	Aug. 23	Aug. 27	Aug. 31
Aug. 20	Aug. 25	Aug. 29	Sept. 2	Sept. 6	Sept. 10	Sept. 14
Sept. 3	Sept. 8	Sept. 12	Sept. 16	Sept. 20	Sept. 24	Sept. 28
Sept. 17	Sept. 22	Sept. 26	Sept. 30	Oct. 4	Oct. 8	Oct. 12
Oct. 1	Oct. 6	Oct. 10	Oct. 14	Oct. 18	Oct. 22	Oct. 26

These Steamers call also at PORT SWETENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON 250 SINGLE: 275 RETURN.

2nd SALOON 235 SINGLE: 260 RETURN.

FARES TO MARSEILLES

1st SALOON 240 SINGLE: 265 RETURN.

2nd SALOON 225 SINGLE: 250 RETURN.

All Passengers Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For further particulars apply to

E. A. HEWETT, Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

STEAMERS	Tons	To	DATE
NAPLES, GENOA, ALGIER, ELIST, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	17,000	WEDNESDAY, 22nd July	at 10 a.m.
SHANGHAI, NAGASAKI, YOKO, KOBÉ & YOKOHAMA	17,000	WEDNESDAY, 22nd July	at 10 a.m.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	17,000	SATURDAY, 8th August	at 2 p.m.
KOBÉ	17,000	FRIDAY, 24th July	at 10 a.m.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD

Steamship, about 1914

GOETTINGEN 19th July.

TUEBINGEN 3rd August.

For Duesenkirchen, Rotterdam and Bremen.

S.S. TUEBINGEN

about middle of September.

For further particulars apply to

NORDDEUTSCHER LLOYD

MELBOURNE & CO.

GENERAL AGENTS.

Telephone No. 232.

T. KUBUMOTO, Manager.

For further information apply to

T. KUBUMOTO, Manager.

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For further information apply to

T. KUBUMOTO, Manager.

SHIPPING

AUSTRIAN LLOYD'S S.S. CO.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

Sailing from Hongkong.

OUTWARD.	For SHANGHAI, (Direct)	S.S. "BOHEMIA"	on August 1st
		7,900 Tons.	at 8 a.m.
	For SHANGHAI, YOKOHAMA, KOBÉ & MOJI	S.S. "CHINA"	About August 1st
		11,800 Tons.	
HOMEWARD.	For THIRISTE (Venice) direct via Suez Canal, Colombo, Djibuti	S.S.	

Fares: I 250. II 236. III 219.

For TRIESTE (Venice) via S.S. "SILVIA" on August 5th

Fares: I Saloon only 243.

Taking cargo on through Bills of Lading to all Adriatic, Levant and Black Sea Ports, etc.

All steamers are fitted with Wireless Telegraphy.

COMBINED TICKETS.

THROUGH TO LONDON VIA PARIS, BRUSSELS, &c.

CIRCULAR TICKETS VIA SHANGHAI, for the return journey by Siberian Railway, returning by sea.

Passengers have the option of breaking the voyage at intermediate ports and returning on any vessel of the Austrian Lloyd P. & O. North German Lloyd, Mess. Mar. Russian Volunteer Fleet.

Forwarded from Hongkong via Suez Canal to European Port, thence via Canada or U.S. back to Hongkong.

Fares: I Saloon only 211.15.

For full particulars as to passages and freight apply to

SANDER, WIELER & Co., Agents, Prince's Building.

HAMBURG-AMERIKA LINIE.

IN CONNECTION WITH

Deutsche Dampfschiffahrts-Gesellschaft "HANSA"

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES.

VIA STRAITS AND COLOMBO.

To MARSEILLES, HAVRE, LONDON, BREMEN, HAMBURG, & NEW YORK.

And from MANILA, HONGKONG & JAPAN to VICTORIA, VANCOUVER (B.C.) and SEATTLE, WASH. and PORTLAND (Or.).

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Genoa, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

For Shanghai, Kobe & Yokohama S.S. HOLSTIA 25th July.

" " " " S.S. SCANDIA 14th Aug.

" " " " S.S. SIBIRIA 23rd Aug.

" " " " S.S. LIBERTY 11th Sept.

" " " " S.S. ALTMAR 18th Sept.

" " " " S.S. ARAPA 25th Sept.

" " " " S.S. JUERTENBERG 14th Oct.

For Via, Vanver, Stie, Tacoma & P'land (Or.) S.S. ANDALUSIA 2nd Aug.

" " " " S.S. BELGRAVIA 17th Sept.

" " " " S.S. BRASILIA 12th Oct.

For Marles, Havre, Bremen & Hamburg S.S. PRUSSIA 31st July.

For Marles, Bremen & Hamburg S.S. SIBIRIA 27th July.

For Marles, Hamburg and Antwerp S.S. HOLLAND 29th July.

For Marles, Bremen and Hamburg S.S. MARKOMANNIA 18th Aug.

For Marles, Bremen & Hamburg S.S. O.I.D. ANLERS 22nd Aug.

For Marles, Bremen & Hamburg S.S. RINGHAMIA 26th Aug.

For Marles, Bremen & Hamburg S.S. PORTLAND 30th Aug.

For Marles, Bremen & Hamburg S.S. HOLLANDIA 3rd Sept.

For Marles, Bremen & Hamburg S.S. SAXONIA 12th Sept.

For Marles, Bremen & Hamburg S.S. SCANDIA 21st Sept.

For further particulars apply to

HAMBURG-AMERIKA LINIE, Hongkong Office

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

SAILING DATE.

Displacement

WEDNESDAY, 29th July, at 10 a.m.

WEDNESDAY, 12th August, at 10 a.m.

TUESDAY, 28th July, at 4 p.m.

THURSDAY, 13th August, at 4 p.m.

WEDNESDAY, 29th July, at Noon.

WEDNESDAY, 29th August, at Noon.

MONDAY, 20th July.

WEDNESDAY 29th July at 11 a.m.

WEDNESDAY, 12th August.

TUESDAY, 28th July.

THURSDAY, 13th August.

WEDNESDAY, 29th July.

WEDNESDAY, 29th August.

MONDAY, 20th July.

WEDNESDAY 29th July at 11 a.m.

WEDNESDAY, 12th August.

TUESDAY, 28th July.

THURSDAY, 13th August.

WEDNESDAY, 29th July.

WEDNESDAY, 29th August.

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THURSDAY, 13th August.

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TUESDAY, 28th July.

THURSDAY, 13th August.

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MONDAY, 20th July.

WEDNESDAY 29th July at 11 a.m.

WEDNESDAY, 12th August.

TUESDAY, 28th July.

THURSDAY, 13th August.

WEDNESDAY, 29th July.

WEDNESDAY, 29th August.

MONDAY, 20th July.

WEDNESDAY 29th July at 11 a.m.

WEDNESDAY, 12th August.

TUESDAY, 28th July.

THURSDAY, 13th August.

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WEDNESDAY, 29th July.

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MONDAY, 20th July.

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WEDNESDAY, 12th August.

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WEDNESDAY, 12th August.

TUESDAY, 28th July.

THURSDAY, 13th August.

WEDNESDAY, 29th July.

WEDNESDAY, 29th August.

MONDAY, 20th July.

WEDNESDAY 29th July at 11 a.m.

WEDNESDAY, 12th August.

TUESDAY, 28th July.

THURSDAY, 13th August.

WEDNESDAY, 29th July.

WEDNESDAY, 29th August.

MONDAY, 20th July.

WEDNESDAY 29th July at 11 a.m.

For
SMOKES
of Reliable Quality
and
Perfect Condition
APPLY TO
KRUSE & Co.
HOTEL MANSIONS.

STAMERS PASSENGER CANAL.

June 10, China, Hector, Kaga Maru.
Democritus, Denby, Kaga Maru.
June 2, Dunbar, Intercede.
June 28, Gulliver, Kaga Maru.
June 30, Gulliver, Kaga Maru.
July 3, Gulliver, Kaga Maru.
July 7, Kaga Maru, Intercede.
July 10, Kaga Maru, Intercede.
July 10, Kaga Maru, Intercede.
July 10, Kaga Maru, Intercede.
July 10, Kaga Maru, Intercede.

STAMERS PASSENGER.

The P. M. S. S. Co. s.s. Siberia with the United States Mail left Yokohama on Monday, the 14th July for Hongkong via Manila, and is expected to arrive at this port on Saturday, the 25th July.
The C. P. R. Co. s.s. Empress of Russia arrived at Nagasaki at 4 p.m. on the 12th July, and left at 3 p.m. on the 13th July, due to arrive at Kobe at 11 p.m. on the 14th July.

Other Vessels.

The D. & Co. s.s. Manchester Castle sailed from Keelung on the morning of 18th July, and is expected to arrive at this port on Saturday, the 19th July.
The B. L. S. N. Co. s.s. Kuremang left Hongkong on the 18th July, and is expected to arrive at this port on the 20th July.
The H. A. L. s.s. Siamang left Singapore on the 18th July, and is expected to arrive at this port on the 20th July.
The B. L. S. N. Co. s.s. Kuremang left Hongkong on the 18th July, and is expected to arrive at this port on the 20th July.
The H. A. L. s.s. Siamang left Singapore on the 18th July, and is expected to arrive at this port on the 20th July.

The India Line s.s. Indragiri left Hongkong on the 18th July, and is expected to arrive at this port on the 20th July.
The Mogul Line s.s. Lenoar sailed from United Kingdom on 18th June, and is due to arrive here on or about the 20th July.
The B. & O. s.s. Empress left Sydney for this port (via Queensland Ports, Port Darwin, Timor and Manila) on the 18th July, and is expected to arrive here on or about the 20th July.
The India Line s.s. Indragiri passed the Suez Canal on 7th July for Hongkong direct.
The Shire Line s.s. Des of Aris sailed from London on the 21st June, and is due here on the 20th July.
The A. & O. Line s.s. Changha left Sydney on the 14th July for Hongkong via Thursday Island, Port Darwin, Zamboanga and Manila, and is expected to arrive here on or about the 20th July.
The Mogul Line s.s. Errol sailed from United Kingdom on 18th July, and is due to arrive here on or about the 20th July.
The Shire Line s.s. Camarandine is to sail from Vancouver on the 24th July, and is due here on the 20th July.

Latest Arrivals.
The C. P. R. Co. s.s. R.M.S. Empress of Japan left Vancouver between 8 and 10 a.m. on the 15th July.
The C. P. R. Co. s.s. R.M.S. Empress of Asia left Yokohama at 8 a.m. on the 20th July, will leave Yokohama at 4 p.m. on the same day.
The N. D. L. s.s. York carrying the German Mail with cables from Berlin of the 24th June, left Singapore on Friday, the 17th July, and may be expected here on or about Wednesday, the 22nd July, at 6 a.m.

Passengers Expected.
July 17, Meiana, Princess, Kaga Maru, Port Darwin.
July 17, Meiana, Princess, Kaga Maru, Port Darwin.

To-day's Advertisements

BAZAAR IN AID OF FLOOD RELIEF FUND.

THE COMMITTEE SOLICIT THE AID OF THE PUBLIC, AND WILL BE PLEASED TO RECEIVE GIFTS OF ARTICLES OF ANY DESCRIPTION FOR THE ABOVE.

LAU CHU PAK,
CHAIRMAN.

25, DES VUE ROAD CENTRAL,
2ND FLOOR.



STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
COLUMBO, GYPT, MEDITERRANEAN,
PORTS, PLYMOUTH
AND LONDON.

Through Bills of Lading issued for BATAVIA, VIA, PERSIAN GULF, COAST, INDIAN, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship DEVAH, Capt. W. R. Hirst, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 1st August, at 10 a.m. The above port is connected with the Company's Steamship Merguia in which vessel is secured before departure from Hongkong.

For further particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, July 18, 1914.

INDRA LINE, LIMITED.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship Intercede having arrived from the above ports, Consignees of cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and extra charges for the Godowns of the Hongkong and Shanghai Wharf and Godown Company, Limited, wharf and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd July will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 23rd July at 3.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatsoever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, July 17, 1914.

THE CHINA MAIL

Can be obtained at the following

places in Hongkong—
The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kowloon Hotel.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leung Ming (Astor House Hotel).
Lau Pak Kee (Astor House Hotel).
Choo Choo (Queen's Road).
Woo Choo (Queen's Road).
Katonjee & Son (Kowloon).
Hung Cheong (Kowloon).
etc. etc. etc.

EXCHANGE

Hongkong, July 18, 1914.
On London ... 1/10
On demand ... 1/10
On 30 days sight ... 1/10
On 60 days sight ... 1/10
On 90 days sight ... 1/10
On 120 days sight ... 1/10
On 150 days sight ... 1/10
On 180 days sight ... 1/10
On 210 days sight ... 1/10
On 240 days sight ... 1/10
On 270 days sight ... 1/10
On 300 days sight ... 1/10
On 330 days sight ... 1/10
On 360 days sight ... 1/10
On 390 days sight ... 1/10
On 420 days sight ... 1/10
On 450 days sight ... 1/10
On 480 days sight ... 1/10
On 510 days sight ... 1/10
On 540 days sight ... 1/10
On 570 days sight ... 1/10
On 600 days sight ... 1/10
On 630 days sight ... 1/10
On 660 days sight ... 1/10
On 690 days sight ... 1/10
On 720 days sight ... 1/10
On 750 days sight ... 1/10
On 780 days sight ... 1/10
On 810 days sight ... 1/10
On 840 days sight ... 1/10
On 870 days sight ... 1/10
On 900 days sight ... 1/10
On 930 days sight ... 1/10
On 960 days sight ... 1/10
On 990 days sight ... 1/10
On 1020 days sight ... 1/10
On 1050 days sight ... 1/10
On 1080 days sight ... 1/10
On 1110 days sight ... 1/10
On 1140 days sight ... 1/10
On 1170 days sight ... 1/10
On 1200 days sight ... 1/10
On 1230 days sight ... 1/10
On 1260 days sight ... 1/10
On 1290 days sight ... 1/10
On 1320 days sight ... 1/10
On 1350 days sight ... 1/10
On 1380 days sight ... 1/10
On 1410 days sight ... 1/10
On 1440 days sight ... 1/10
On 1470 days sight ... 1/10
On 1500 days sight ... 1/10
On 1530 days sight ... 1/10
On 1560 days sight ... 1/10
On 1590 days sight ... 1/10
On 1620 days sight ... 1/10
On 1650 days sight ... 1/10
On 1680 days sight ... 1/10
On 1710 days sight ... 1/10
On 1740 days sight ... 1/10
On 1770 days sight ... 1/10
On 1800 days sight ... 1/10
On 1830 days sight ... 1/10
On 1860 days sight ... 1/10
On 1890 days sight ... 1/10
On 1920 days sight ... 1/10
On 1950 days sight ... 1/10
On 1980 days sight ... 1/10
On 2010 days sight ... 1/10
On 2040 days sight ... 1/10
On 2070 days sight ... 1/10
On 2100 days sight ... 1/10
On 2130 days sight ... 1/10
On 2160 days sight ... 1/10
On 2190 days sight ... 1/10
On 2220 days sight ... 1/10
On 2250 days sight ... 1/10
On 2280 days sight ... 1/10
On 2310 days sight ... 1/10
On 2340 days sight ... 1/10
On 2370 days sight ... 1/10
On 2400 days sight ... 1/10
On 2430 days sight ... 1/10
On 2460 days sight ... 1/10
On 2490 days sight ... 1/10
On 2520 days sight ... 1/10
On 2550 days sight ... 1/10
On 2580 days sight ... 1/10
On 2610 days sight ... 1/10
On 2640 days sight ... 1/10
On 2670 days sight ... 1/10
On 2700 days sight ... 1/10
On 2730 days sight ... 1/10
On 2760 days sight ... 1/10
On 2790 days sight ... 1/10
On 2820 days sight ... 1/10
On 2850 days sight ... 1/10
On 2880 days sight ... 1/10
On 2910 days sight ... 1/10
On 2940 days sight ... 1/10
On 2970 days sight ... 1/10
On 3000 days sight ... 1/10
On 3030 days sight ... 1/10
On 3060 days sight ... 1/10
On 3090 days sight ... 1/10
On 3120 days sight ... 1/10
On 3150 days sight ... 1/10
On 3180 days sight ... 1/10
On 3210 days sight ... 1/10
On 3240 days sight ... 1/10
On 3270 days sight ... 1/10
On 3300 days sight ... 1/10
On 3330 days sight ... 1/10
On 3360 days sight ... 1/10
On 3390 days sight ... 1/10
On 3420 days sight ... 1/10
On 3450 days sight ... 1/10
On 3480 days sight ... 1/10
On 3510 days sight ... 1/10
On 3540 days sight ... 1/10
On 3570 days sight ... 1/10
On 3600 days sight ... 1/10
On 3630 days sight ... 1/10
On 3660 days sight ... 1/10
On 3690 days sight ... 1/10
On 3720 days sight ... 1/10
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